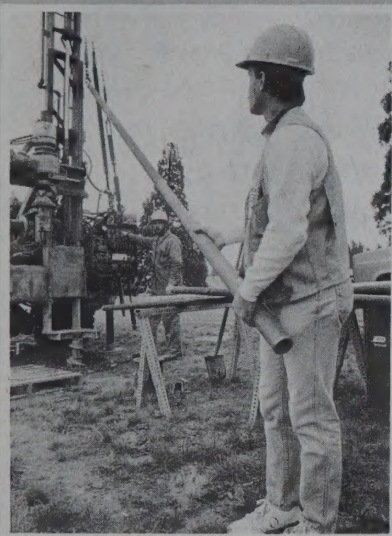




WHAT'S INSIDE



Demand grows for earthwork

Geotechnical drilling specialists sample the soil at an area set for construction in Milwaukie. Over the past decade, geology has mushroomed as a field considered integral to the construction process.

See story, page 4

LaGrande office construction starts

A new \$2.7 million Region 5 headquarters building is being constructed in La Grande.

State Highway Engineer Don Forbes, Rep. Ray Baum and La Grande Mayor Buzz Fulton gave the project an official sendoff at a recent ground-breaking ceremony.

The building will consolidate Highway Division offices now spread around the La Grande area, according to Bob Hector, region engineer. The new building will become the region headquarters for about 100 Highway Division and Parks Division employees who provide services for nine counties in the eastern-most part of Oregon.

"Upon completion, the region headquarters staff, project manager, the region Parks office, weighmasters and the right of way staff will all be housed in the same building," Hector said.

The new region headquarters site is located off Oregon 82, adjacent to the Highway Division's district office and buildings housing the La Grande Motor Vehicles Division and State Police offices.

Consolidating Region 5 operations in one office complex should provide significant cost savings to the Highway Division and give La Grande residents a central location for many state agency services, Forbes said.

"The new building is, in a way, a symbol of Highway's efforts to consolidate and streamline our operations. The mission we set for ourselves calls for a road system that is safe, cost-effective and provides efficient access," he said.

'89 record year for Highway

The start of the Highway Division's new Access Oregon Highways program helped lay the foundation for a record highway construction year in 1989.

"This has really been a good construction year with a lot of major improvements being made," said Carol Mitchell, Highway public affairs manager. "We think it's going to be an even bigger year in 1990."

During the 1989 fiscal year that ended Sept. 30, construction and related activities totaled a record \$265 million. That tops the previous mark of \$260 million set in 1987.

Mitchell attributes the busy construction season—and what could be another record season next year—to the debut of the new Access Oregon Highways (AOH) program. The six-year, \$250 million program will result in major improvements to selected non-interstate highways. Seven AOH projects worth \$18 million were contracted during 1989; another 26 projects costing \$83 million will begin 1990. The program is funded by revenue generated from state gas taxes.

"Drivers could really see their state gas taxes at work this summer," Mitchell said. "It's going to mean a big improvement, although there was some inconvenience to drivers this summer."

Several major highway projects were underway in the summer of 1989, including a number in the Portland metropolitan area.

The project with the biggest impact on traffic is on Interstate 5 between Portland and Vancouver, Wash. Workers are replacing and rebuilding the decks and joints on the aging Interstate Bridge. The \$2.5 million project is expected to be completed by late 1990.

Other construction that began during the summer include a \$21.4 million project to rebuild the 181st Avenue interchange on Interstate 84 in east Multnomah County; a \$32 million project to repave, rebuild and widen sections of Interstate 5 in Portland; and a \$13.5 million project to rebuild 12 miles of I-84 east of Pendleton. The Pendleton freeway project, located on the Umatilla Indian Reservation, provided employment for qualified tribal members as a condition of the Tribal Employment Rights Office guidelines.

See BUILDING, Page 4

Snoopers



CLOSER LOOK—District 22 Bridge Crew members zoom in for a closer look while repairing the Interstate 5 Santiam River Bridge north of Albany. On the snooper crane are Highway Maintenance Specialists Willie Stevens and Henry Tobeck and Trainee Roxanne Snyder.

Marine park potential explored

Oregonians may be given a chance to watch coastal life from new points of view, if a state Parks Division proposal gets a thumbs-up.

Pete Bond, Parks' beach and trails manager, just conducted two public hearings to discuss possible development of marine state parks.

"Underwater marine parks are a relatively new kind of park," Bond said. "They are developed with accommodations to provide experiences for all people interested in the coastal environment, both for scuba divers and snorkelers as well as those who just want to visit the sites and look at displays that show what's underneath the ocean."

There are several sites on the

Oregon coast that have good potential for designation as marine parks, Bond said. The hearings focused on Whale Cove in Lincoln County and several coves at the base of the headlands at Port Orford.

"We're just collecting the public opinion about the concept of marine state parks and also asking for recommendations about sites that we'll look at more carefully later on," he said.

Bond presented a range of development for such facilities at the hearings.

"With minimal development, the park consists of a boardwalk or stairs to the water, a restroom and parking lot," he said. Moderate development would add a concessionaire providing scuba lessons and equipment, viewpoints and

a visitor center.

"Maximum development could include an elevator shaft with underwater viewing sites at various levels," he said.

The hearings found both support and opposition to the proposal, with supporters favoring a modest level of development. Opponents were concerned that marine park designations eventually would lead to area closures for boating and fishing. Supporters were primarily scuba divers and environmental organizations.

Bond said that State Parks will next develop criteria for evaluating potential marine park areas. He said a proposal for funding such facilities may be forwarded to the 1991 Legislature.

DIRECTOR'S COLUMN

Bush initiative historic, far-reaching

By **BOB BOTHMAN**
ODOT Director

For the first time since Dwight Eisenhower was in the White House, a United States president has developed a transportation initiative for America.

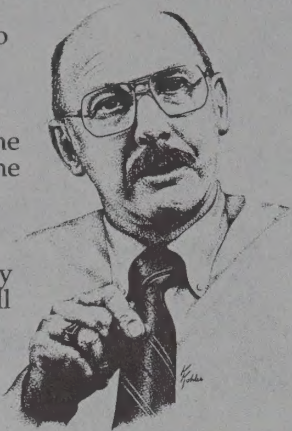
Next January, President Bush will announce his national transportation policy, a drive to reduce accidents, and a program to increase air capacity. In Atlanta last month, U.S. Secretary of Transportation Samuel Skinner asked all the states to help in reducing the fatalities on the nation's highways, now exceeding 1,000 per week.

The new national policy will be far reaching and will be tied to a national emphasis on rebuilding our transportation facilities.

The priority areas for all 50 states working together in 1990 are:

- Don't use fuel taxes to reduce the national deficit;
- Use the existing highway trust funds for transportation, not for Congress' projects; and
- Push for a new transportation bill.

We need a new transportation bill in 1991 to continue the federal gasoline tax and, consequently, provide a funding source for our federal highway programs. But consider this: Alternative fuels likely will be powering our vehicles in the future. While alternative fuels generally produce emissions that are less damaging to our environment, they are taxed differently than gas. True, we need to clean our nation's air and expand our oil reserves, but we also need the funds generated by state and fed-



eral gas taxes to build and maintain roads.

We all need to talk about these areas. The president and the 50 states have selected to emphasize them in 1990 and discuss them with our friends and neighbors.

In addition, Kermit Justice, my counterpart in Delaware and the new president of the American Association of State Highway and Transportation Officials (AASHTO), has developed a four-part agenda for his term in office.

True, we need to clean our nation's air and expand our oil reserves, but we also need the funds generated by state and federal gas taxes to build and maintain roads.

The four parts are: inform the public of our needs; attract good employees; restore a priority for transportation with the public; and seek a balance for highway, transit, air, rail and water transportation.

We have to worry about protecting the highway trust funds we have while securing more funding. (In Oregon, we have only one dollar available for every four dollars needed.) We need to reduce congestion in the urban areas and get better access to rural areas. Seventeen states increased their gas taxes in 1989, including Oregon. To help pay for our nation's transportation needs, AASHTO delegates voted unanimously in October to support an increase in the federal gas tax.

I'm happy to report that the nation and Oregon are on the same track: We are in a global economy, and we must compete. That means we must improve our transportation facilities.

As an example, the cost of operating an 80,000-pound, 18-wheel truck is six cents greater per mile on a poor road than on a new one. Trucks travel 80 billion miles per year in the United States. If all the roads were allowed to

deteriorate, the burden would be \$5 billion per year to the national economy.

We have set our sights in Oregon to get our pavements up to 90 percent in good condition on the state highway system. We have improved the condition of our pavements from 47 percent to 67 percent, and now we are dedicating adequate dollars to reach the 90 percent goal.

Competition for dollars will be tough. In

fact, you might consider competition a theme for the upcoming decade, with the diverse needs of the nation's infrastructure and with President Bush raising transportation as a priority of his administration. But we must keep Congress from using our trust dollars for anything besides transportation.

Here in Oregon, highway users pay for the system they use. Autos pay about 59 percent and trucks pay 41 percent of the cost of operating and maintaining our state roads. That's fair and square.

We've been successful in increasing Oregon's state gasoline and weight-mile taxes this decade while avoiding a major increase. And that's reasonable.

Now you know the story, and we have to tell it.

Let's get out there and spread the word—what our needs are, what we're doing about them, and then ask for the nation's support.

We have to do it. No one else will speak up for us.

Letters

Helped in a pinch

Bob Waldher,
 Weighmaster Unit Supervisor,
 La Grande:

A two-car collision happened in early October at Island Avenue near Portland Street. Traffic conditions were very heavy at the time, and our manpower was limited to two officers.

Highway Division employees responded immediately and assisted with traffic control while the scene was secured, vehicles were removed and the gasoline spill was cleaned up.

Although we do not have the names of those who assisted, we would like to have them know that their assistance was appreciated and proved to be invaluable during this incident.

John Courtney
 Chief of Police
 La Grande Police Department

(The two employees who assisted with the above accident were Weighmasters Marilyn Fasolino and Lee Asla of the La Grande office.—Editor)

Favorite parks

Dave Talbot,
 Parks Division Administrator,
 Salem:

I just wish to tell you and your staff that you have one of the most outstanding state park operations we have found.

Our favorite state parks in Oregon are Farewell Bend, Carl G. Washburne,

Jesse M. Honeyman, Bullards Beach, Harris Beach and Collier Memorial. Your employees are helpful and courteous, and are sincerely interested in the welfare of the public and in maintaining their park.

Keep up the good work.

Dale Noble
 State Park Service
 Superintendent (retired)
 Florida State Park Service
 Sarasota, Fla.

DMV customer service

Dave Moomaw,
 DMV Administrator,
 Salem:

I would like to extend my thanks to your staff for the outstanding service I recently received at your main office and North Salem DMV field office.

It is often difficult to take care of business in a short lunch hour. I was particularly dreading my visits to the Motor Vehicles Division, and anticipated long lines and reduced staff during the lunch break. Your clerks recognized the need for me to return to work at 1 p.m. and went to extra lengths to coordinate the processing of my paperwork.

I am especially grateful for the cheerful assistance of Linda Hill at the main office's customer service desk. She took the time to explain the processes, shortcut the line at the field office, and arrange for the letter I needed to be held at her desk so I could get it in person, rather than wait for delays in the mail. Her friendliness is a wonderful asset to

your reception area.

I am actually looking forward to my next visit to a DMV office. I wish every public agency would be as pleasant.

Kim Semmons
 Amity

Bicycle guide

Dick Unrein,
 Bicycle Program Manager,
 Salem:

Here's a short note to let you know how much I enjoyed my bicycle ride down the Oregon coast. I used the Oregon Coast Bike Route pamphlet supplied by the Oregon Department of Transportation, and it was great.

The profiles, elevations and campground symbols were a big help. I've bicycled to the tip of South America, across the United States, around the world, and from Canada to Long Beach, Calif. Oregon is the standout for safe bicycling.

Bob Handloser
 Long Beach, Calif.

Flat out of luck

Charles Sciscione,
 District 21 Bridge Crew Supervisor,
 Clackamas:

I'm writing you to tell you about the wonderful assistance I got from your crew this fall. While I was headed from Portland to Tillamook on Oregon Route 6, about 35 miles east of Tillamook, I drove through a construction area and hit a large rock that blew out my left front tire.

I crossed a bridge that your crew was repairing and immediately pulled off the road. As I was assessing the damage and getting my spare out, crew

member Louis Bosso walked over to offer his help.

When we finally got the tire off, we discovered my spare tire was flat, too. Little did he know that would mean missing his lunch break and driving me all the way back to Forest Grove to buy a new tire. And what's more, as we drove back to where my tire had blown, the Highway Division truck's tire went flat.

I want to send my heartfelt thanks to Louis Bosso for helping me out of a jam. Thanks also to Hector Corral, Tim Thomas and Mitch Hammel who pitched in to put on my new tire. Thanks for the great help from your crew.

Susan Mann
 Portland

ODOT NEWS

Oregon Transportation Commission
 Michael Hollern, Chairman
 John W. Whitty, Vice Chairman
 Cynthia Ford
 David F. Bolender
 Roger Breezley

Director
 Bob Bothman

Managing Editor
 Andy Booz

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Way back when

A ferry shuttles a car across the Rogue River, closing the gap in U.S. 101, then known as the Roosevelt Coast Highway, in this 1929 photograph. Before Oregon's coastal bridges were built, ferries operated across the Rogue River between Indian Creek, east of Gold Beach, and Wedderburn. The Highway Commission took over operation of that ferry and the one across Coos Bay between North Bend and Glasgow from their respective counties. Both ferries were free and open from 7 a.m. to 11 p.m., with two round-trips every hour.

Underground garage may displace mall parking

Construction of a 1,200-space underground parking structure in Salem's Capitol Mall, scheduled to begin this month, will affect the availability of on-street parking to several mall buildings, including the Transportation Building.

The underground structure will be built on the two-block area in front of the Capitol that is bordered by East and West Summer streets and Center and Court streets. Plans originally called for the closure of Chemeketa Street in that area, but it will be re-routed under-

ground, according to a recent Salem City Council decision. East and West Summer streets in that two-block area will be closed to regular traffic but open to buses and emergency vehicles.

The \$17.2 million underground parking structure, scheduled for completion by Jan. 1, 1991, will be made available for legislators and state employees.

Parking in front of the Transportation Building on East Summer Street will be eliminated during and

after construction. Visitors to the Capitol Mall will instead have the following parking options:

- Two-hour metered parking in the Yellow Lot located on Winter Street between Center and Marion streets;
- Ten-hour metered parking spaces on Capitol Street across from the Revenue Building;
- Meters will be installed on Winter Street between Union and Marion streets and Center and Chemeketa streets.

Employees who work on the Capitol Mall will notice a shortage of parking spaces, according to Denny Moore, Public Transit Division administrator.

"More than 40 percent of the people working on the mall currently use modes other than their cars to get to work," Moore said. The Public Transit Division will emphasize alternative modes of travel to the mall area because of the anticipated parking shortage, he

said. Alternatives include mass transit, park-and-ride lots, van and car pools, commuter clubs, walking and bicycling.

Virlena Crosley, ODOT's Capitol Mall agency representative for the parking facility's construction plan, said an interim parking strategy is being developed. Displacing parking spaces and alternative parking opportunities are still being addressed.

The fountain in front of the Transportation Building will be moved during construction of the parking facility and returned to its original site after the facility is built, she said.

The legality of the financing for the parking and mall improvement projects, which relies on issuing certificates of participation, is being decided by the state Supreme Court.

Contact Crosley, 378-1279, for more information on the underground parking structure or parking on the Capitol Mall.

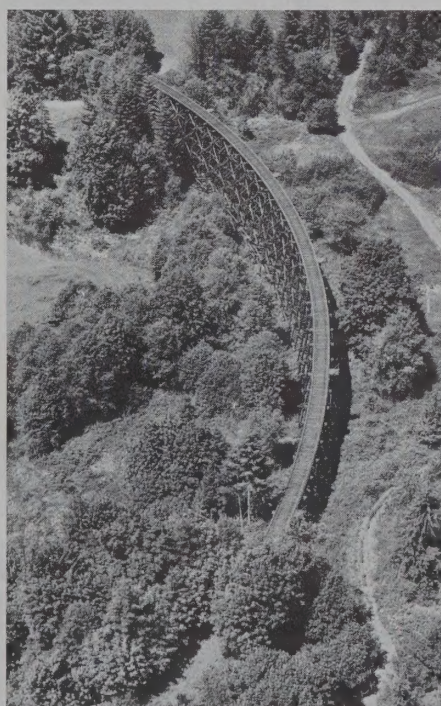
Linear park plan moves ahead a step

The proposed Banks-Vernonia Linear Park progressed one step closer to becoming reality in October with the Transportation Commission's approval to purchase a 37.7-acre parcel of land.

On that land is the Buxton trestle, one of the most important attractions of the linear park.

The commission approved Deputy Parks Administrator Larry Jacobson's \$100,000 offer for the land. If accepted, the acquisition will settle a lawsuit concerning the ownership of portions of the railroad right of way.

Jacobson said the property offers space for a park maintenance yard and housing for an on-site park manager, because it includes outbuildings and a mobile home. Funding of the acquisition comes from a portion of the \$130,000 approved by the 1989 Legislature for the Banks-Vernonia project.



KEY FEATURE--The Buxton trestle, shown here from an aerial view, is one of the important attractions of the proposed Banks-Vernonia Linear Park.

Hotline helps motorists plan ahead

Motorists needing road condition information can call 976-PASS (976-7277), 24 hours a day.

The Highway Division and the Oregon State Police expected to start the winter road report Nov. 1.

The toll call costs 30 cents from most telephones, possibly more from hotels

and motels. The 30-cent charge supports the cost of the line, which is operated jointly by the Oregon State Police and the Highway Division.

State employees on the SPAN system need to dial 121, then the number. For areas that do not have 976 access, the alternate number is 889-3999 in Ontario.

NEWS BRIEFS

Studded tire use becomes legal Nov. 1

The use of studded tires becomes legal on Oregon highways Nov. 1. The season will extend through April 30, 1989.

Motorists should delay using studded tires until weather conditions require them, because they damage bare pavement, according to Highway Division officials. Instead of using studded tires, drivers should try regular snow tires, all-weather radials or tire chains.

SnoPark permits go on sale this month

SnoPark permits go on sale Nov. 1 and are required to park in winter recreation areas through April 30, 1990.

Daily permits cost \$2, while annual permits are \$9. They may be purchased at any Motor Vehicles Division office, winter recreation resorts, ski areas, sporting goods stores, ski equipment shops and similar facilities near winter recreation areas. SnoPark permit fees fund the plowing of winter recreation area parking lots.

Litter patrol gathers 600 tons of trash

The Oregon Youth Litter Patrol cleaned an estimated 600 tons of paper, plastics and other debris from the state's highways this summer.

Sharon Cumbie, litter patrol coordinator, said crews focused their efforts on principal tourist routes, including interstate freeways, major highways and urban areas. The litter patrol program, coordinated by the Highway Division and funded by the sale of custom license plates, employed about 375 youths.



SAMPLING—John Marsh, a drill specialist with the Highway Division's Soils and Geology Crew, Milwaukie, checks samples taken from a drill hole near the Oregon 224/99E ramp. Drill specialists John Lee and Terry Lauinger work the drill.

Earthwork: critical step in planning process

Designing and constructing safe and cost-effective highway projects begins with earth and rock. That makes it critical to accurately determine the condition of what lies beneath a project.

Subsurface investigations begin with drilling crews, who typically perform their work well in advance of active construction. Ronald Chassie, regional geotechnical engineer with the Federal Highway Administration, said, "Million dollar design and construction decisions are made using subsurface data provided by drillers."

Costly problems are caused by geologic failures, costly change orders or payment of differing site condition claims or lawsuits. Chassie estimates that 50 percent of all construction claims are geotech-related.

Bob Van Vickie, geologist for the

Highway Division's Region 1, Milwaukie, said region geology groups, working in the project development phase, provide geologic information, identify and evaluate site conditions and hazards, classify soil and rock types, and develop preliminary design and construction recommendations.

Information from geologists and geotechnical engineers can influence the alignment design in a highway project, he said. If geotechnical work is provided late in the project schedule, then a project may need to be redesigned—which adds to the project's cost and completion time.

Some common problems caused by inadequate geotechnical work include slope failure, unanticipated settlement, and bumps in pavement at the end of bridges, according to Van Vickie.

Building roads aids economy

Continued from page 1

Projects awarded in 1988 and still in progress include a \$27 million job to repave I-5 south of Ashland; A \$22.2 million project to widen I-84 from 111th to 181st avenues in east Multnomah County; and a \$40 million project to replace the Alsea Bay Bridge.

Mitchell said while many projects are winding down for the winter, others will continue year-round.

"Asphalt paving is going to stop for the winter, but concrete paving may go on if the weather permits," she said. "The bridge crews will be working

throughout the winter."

The successful construction year not only resulted in better highways, but also had a big impact on the economy. The \$265 million in highway contracts and related activities is supporting more than 4,200 jobs in highway construction and related industries, according to Highway Division economists. It's estimated that 16 jobs result from each \$1 million spent on highway work.

"Our top priority is to improve Oregon's transportation system," Mitchell said. "We want to get people to their destination safely and efficiently."

DMV employee wins \$9,000 for suggestions

John Diehnell of the East Portland Drive Test Center won \$9,157 for his two winning employee suggestions.

Diehnell's ideas were to (1) eliminate vision screening for depth and color perception and (2) discontinue the practice of asking customers medical questions during the license renewal and duplicate license transactions. Because of his second suggestion, medical questions are now addressed only when the camera card is signed.

His two suggestions resulted in an estimated savings of more than four full-time positions, according to DMV Suggestion Coordinator Ronda Woodrum.

At an employee suggestion awards

ceremony at Motor Vehicles' Salem headquarters, Don Sanders, chairman of the Employee Suggestion Awards Board, presented Shirley St. John and Lona Flippo with Suggestion of the Month plaques. Their idea, submitted jointly, was to automate the suspension, pending suspension, and non-issue letters in Files and Correspondence and the associated microfilm index. That idea is expected to save DMV \$8,233 in personal services during its first year of use.

Sanders also presented Outstanding Evaluators plaques to DMV employees Kathy Johnson and Bev McAlpine of Field Services, Tim Avilla of Vehicles Services, and Mike Unger and Becky Hampton of Driver Services.

Rotation plan for engineers OK'd

A rotation program for entry-level highway engineers, approved in October, will send 10 newly hired graduate engineers into an 18-month series of rotational assignments. Five slots will be offered to current employees.

The program begins in 1990.

The 18-month program will require the engineers to work in three different service areas for six months each. Two of those areas—project development and field construction—will be mandatory, while the area for third, six-month segment is the employee's choice. Among

the selections are roadway, bridge design, traffic engineering, field location, maintenance, environmental, and materials testing.

The new program is designed to recruit and retain civil engineers, and to help the Highway Division remain competitive as an employer. Agency staff will promote the program when visiting college campuses this fall, with hiring starting next spring.

The program is set for a five-year trial, according to Tom Lulay, state bridge engineer.

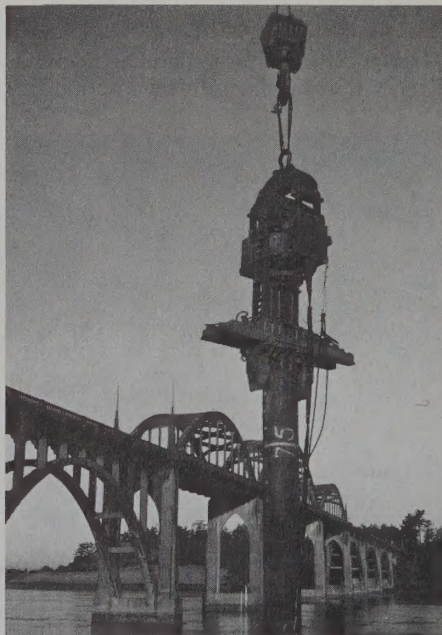
Bothman gains WASHTO office

ODOT Director Bob Bothman is the new vice president of the Western Association of State Highway and Transportation Officials (WASHTO).

The sudden death of WASHTO president Raymond Stotzer, of Texas, resulted in a new slate of officers. Vice president Eugene Findlay, of Utah,

moved up to the presidency, with Bothman becoming vice president.

WASHTO delegates attending the conference of American Association of State Highway and Transportation Officials early in October named new officers. WASHTO consists of 17 western states.



WINNERS—Left: The existing Alsea Bay Bridge is contrasted with a piling being driven for the new bridge in photo shot by Highway Engineer Nick Donnelly, Waldport, who earned second place in the Oregon Transportation Week Photo Contest for his work. Right: A steam locomotive races toward the camera in this shot by Ed Immel, rail planner with ODOT Policy and Finance, Salem, who took third place in the contest.

RETIREMENTS

Maryann Laux, data entry operator, Highway Division, Salem, retired in October after nine years of service.

James Nelson, highway engineer 1, Highway Division, Eugene, retired in October after 36 years of service.

Carolyn Payne, management assistant A, Highway Division, Milwaukie, retired in October after 29 years of service.

Maurice Payne, supervising highway engineer C, Highway Division, Milwaukie, retired in October after 37

years of service.

Virginia Preble, clerical specialist, Highway Division, Milwaukie, retired in October after 11 years of service.

Don Stinson, highway maintenance worker 2, Highway Division, Portland, retired in October after 10 years of service.

Jack Wills, highway maintenance supervisor D, Highway Division, Santiam Junction, retired in October after 36 years of service.



OLD AND NEW—Mohamad Dichari, inspector of the Alsea Bay Bridge replacement project, works on the new structure while vehicles make their way across the existing bridge.

Span expands across bay

The new Alsea Bay Bridge is beginning to look more like a bridge, as its level has risen and a short section of concrete was poured earlier this fall.

And planning has already begun for a dedication ceremony, tentatively scheduled for May 18 and 19, 1991. The Historic Interpretive Center is expected to be open when the bridge is complete.

The \$42.4 million four-lane bridge is being built on U.S. 101 over the Alsea Bay at Waldport by General

Construction Co. of Seattle.

The new structure is being built upstream and approximately parallel to the existing bridge, which will be used until the new one can handle traffic. The existing bridge then will be demolished and hauled away.

A short section of top deck concrete was poured the full width of the bridge at the south end in late September. The sequence will continue from south to north, providing a full-width roadway of 84 feet.

Work is progressing well on pier

4, according to Project Manager George Hopkins. The concrete in the west column has been placed. Forming of the east column and placing of the reinforcing steel are continuing.

Work on the pier 5 cofferdam is under way. Sheet piling is being driven and excavation and pile driving continues.

The form traveller operation is proceeding from the south end of the bridge.

Revised hardhat policy offers options

Highway is about to change hats.

A 25-year-old requirement to wear hard hats while on the job was changed by the Highway Division's policy-making group, the R-Team (see related story, below), to give employees a choice between hard and soft hats in some circumstances. The change was adopted as part of a new policy on personal protective equipment.

Flaggers will always be required to wear hard hats. Employees also will be required to wear them in some other circumstances, such as where there is a

danger of injury from impact, electrical shock, or burns. In other areas, employees can choose division-issued or approved soft caps.

The hat issue was a controversy uncovered by the employee survey, with a number of employees indicating a preference for soft caps.

Protective gear from head to foot is covered in the new policy. Another change tightens requirements for footwear, noting that tennis or running shoes do not provide adequate protection and will not be allowed for

employees doing maintenance, construction, field engineering and certain other tasks such as work at the Materials Testing Laboratory. In those areas, workers' shoes must have a heel, leather upper, ankle support and substantial soles.

"More than 10 injuries a year could be eliminated or minimized with the stricter footwear requirements," said Safety and Health Manager Dave White, who proposed the new directive to the R-Team.

'R-team' sets Highway policy

The Highway Division recently formed a policy-making group, called the R-Team (R stands for "results"), consisting of 11 top-level managers.

The team has recently revised the division's hardhat policy (see related article, this issue).

Members of the team include: State Highway Engineer Don Forbes, Deputy State Highway Engineer Bill Anhorn, Project Development Engineer Duane Christiansen, Region 1 Engineer Don Adams, Region 2 Engineer Bob Pool, Region 3 Engineer Jim Gix, Region 4 Engineer Dale Allen, Region 5 Engineer Bob Hector, Legal Counsel Cindy Carter, Highway Public Affairs Manager Carol Mitchell and ODOT Personnel Manager Judy Gregory.

Guest members of the team include State Bridge Engineer Tom Lulay and Safety Section Manager Dave White.



FUTURE SITE—Contractors work at the site of the new Region 5 headquarters in La Grande. The \$2.7 million building will consolidate Highway Division offices and house region Parks and Recreation Division offices, project managers, weighmasters and right of way staff.

Quake gets Oregon response

State Bridge Engineer Tom Lulay joined a team of experts in California in October to offer advice and assistance in dealing with the aftermath of the San Francisco Bay area earthquake.

The magnitude 6.9 quake killed at least 55 people and caused an estimated \$5.5 billion in damage. More than 160 people in Oakland and other communities were unaccounted for at press time. Many of the deaths caused by the Northern California disaster occurred when the double-deck section of Oakland's Nimitz Freeway collapsed, crushing dozens of cars during the evening rush hour.

The trip offered Lulay the chance to watch California's emergency management team at work. Upon his return, Lulay said Oregon's bridge designers will benefit as California analyzes why some bridges held up better than others.

"We saw examples of two bridges that did not perform well, but there is an untold number that did withstand the earthquake," he said. "I would like to find out which of the bridges that were retrofitted went through it well."

Lulay has since met with State Highway Engineer Don Forbes and ODOT Director Bob Bothman about reinforcing existing Oregon bridges.

"The things that we would probably consider would be the age of the structure, the density of traffic it carries and potential detour routes if something would occur," Lulay said. "Once we've prioritized a list, we will begin an analysis as it exists today and how it will handle some seismic loads. And if there is a problem, we can correct it."

New bridges in Oregon are built to current earthquake standards set by the American Association of State Highway and Transportation Officials.

Oregon is considered to be at low to moderate risk for earthquakes.

HISTORY

NOVEMBER 1984

- ODOT employees overwhelmingly supported establishing a scholarship program in memory of Glenn Jackson, according to 700 questionnaires returned to the Office of Public Affairs. The fund now provides annual scholarships for eight dependents of ODOT employees or retirees.

- The Highway Division obligated \$9.3 million in construction projects over what the Federal Highway Administration had scheduled for Oregon's share, adding to that season's already heavy construction schedule.

- The Transportation Commission decided to locate the Interstate 84 port of entry at Cascade Locks. That weigh station is scheduled to open later in 1989.

NOVEMBER 1979

- The Transportation Commission recommended additional rail passenger service between Portland and Eugene-Springfield to the legislative Emergency Board.

- A stress-management expert scheduled a series of two-day workshops for highway maintenance supervisors, resident engineers and park supervisors.

- About 400 experts from throughout the world attended the Northwest Bridge Engineers Seminar in Portland.



ON BUSINESS—With the need to conduct business quickly, travelers choose a jet airplane for a flight across Oregon. Aviation's potential role in the state's economic development was recently examined during a meeting of government, business and education experts.

Experts examine role of aviation in economy

More than 100 government, business and education experts meeting in Eugene recently identified key roles aviation can play in Oregon's economic, social, technological and environmental growth from now into the 21st century.

Delegates to Oregon's first-ever Aviation Forum convened panels and made recommendations to act on four fronts: civil aviation and business, economic development planning, aviation and space education, and enhancing Oregon's air service.

The panel on civil aviation and Oregon business made recommendations on "How to approach statewide aviation planning, who should be doing it and the role state government should play," according to panel leader Mike Hollern, Oregon Transportation Commission chairman. Hollern is a private pilot and also president of Brooks Resources, Bend.

balanced aviation system, adding additional Aeronautics Division staff to better coordinate airport economic development projects, and involving the aviation business sector more in economic development activities.

"One of the major accomplishments of the forum was the birth of an Oregon Aviation and Space Education Forum (ASEF)," said Paul Burket, Aeronautics Division administrator.

Oregon's ASEF will help organize a resource group and communication network for teachers and aviation education groups, develop a database and distribution strategy for aviation education materials, work to close the gap between education programs and the needs of the aviation industry, plus develop financing and funding programs for aviation education.

A forum panel on enhancing Oregon's air service recommended action at the local level to tackle problems, according to panel leader Phil Roberts, air service consultant. Oregon's communities need to better understand and support air service that already exists, panelists said. Air service can then develop from existing hub airports, such as Portland, Eugene, Medford, Redmond and Pendleton.

Developing local action groups is the key element necessary to providing better air service, Roberts added. "There are too many Lone Rangers out there—airport managers acting on their own. There needs to be information sharing between the communities and air carriers to develop strategies for increasing air service," he said.

'There are too many Lone Rangers out there--airport managers acting on their own.'

Hollern's group suggested developing a strategy for aviation in Oregon, similar to the Oregon Shines economic strategy developed by the state Economic Development Department. The aviation strategy would document the capacity and condition of Oregon's airports, technological trends, contain a vision of the future of aviation in Oregon, and outline marketing and development strategies to achieve that vision, said panelist Duncan Wyse of EDD.

The new state Aviation Advisory Committee and the Transportation Commission were charged by the panel to facilitate the development of Oregon's aviation strategy.

The panel on economic development planning was led by Geoffrey Gosling, Ph.D., from the University of California Institute for Transportation Studies, Berkeley.

"Our panel decided the measure of economic development is job and income growth, growth in high-value jobs and growth in the tax base for communities," Gosling said. The panel recommended looking closely at taxation policy to develop equity for airport taxation, focusing state resources by developing an aviation economic development policy for Oregon, providing a

Long-time Highway workers honored for their service

Two Highway Division employees—Ron Busey, a Medford project manager, and Harold Householder, a Reedsport highway maintenance specialist—were presented 40-year service pins in October.

ODOT Director Bob Bothman presented their pins at the October meeting of the Transportation Commission.

Bothman also recognized 10 Highway employees who have served the division for 35 years.

Those include: Raleigh Carothers, utilities specialist assistant, Utilities Section, Portland; Gerald Dalrymple, senior inspector, Project Manager Crew, Salem; Raymond Hughes, highway

Parks Division

Joy Honeywell, clerical assistant, Salem, to clerical specialist, Tumalo State Park, Bend.

Motor Vehicles Division

Judy Calvo, clerical specialist to management assistant A, Salem.
 Belinda Guerro, clerical assistant to clerical specialist, Salem.
 Beth Humphreys, clerical specialist to management assistant A, Salem.
 Harriet Lauer, data entry operator to clerical specialist, Salem.
 Joanne Papenfus, motor vehicle representative 3, Medford, to motor vehicle office manager A, Madras.
 Marilyn Valente, clerical assistant to clerical specialist, Salem.

Highway Division

Dan Dollar, highway maintenance specialist, Portland, to highway assistant section supervisor, Woodburn.
 James Duckworth, highway assistant supervisor, Ontario, to highway maintenance supervisor C, Austin.
 Robert Lee, highway engineer (HE) 3 to HE 4, Salem.
 Floyd Ray, highway maintenance worker, Pendleton, to highway maintenance specialist, Lincoln City.

Marilyn Valente
 Clerical Specialist
 Motor Vehicles Division
 Salem

Judy Calvo
 Management Assistant A
 Motor Vehicles Division
 Salem

SAFETY AWARDS

Salem Truck Shop; Terry Bonn, supervisor; 750,000 hours.

Eugene Weighmasters; Shirley Gardipee, supervisor; six years.

Milwaukie Building Crew; Bartley Clocksin, supervisor; three years.

Region 2 Striping Crew; Ken Broadwell, supervisor; 15 years.

Salem Building Crew; Don Huff, supervisor; six years.

District 5 Electrical Crew; Louis Palazzolo, supervisor; six years.

Basque Maintenance Crew; Richard Arnall, supervisor; 18 years.

Heppner Maintenance Crew; Ron Dowse, supervisor; 250,000 hours.

La Grande Bridge Crew; Glenn McIntosh, supervisor; 16 years.

Region 2 Right of Way; Al Lightner, supervisor; 650,000 hours.

Salem Engineering Crew; Mike Gardner, supervisor; 300,000 hours.

La Grande Engineering Crew; Joe Schlieski, supervisor; 150,000 hours.

Silver Falls Park District; Gary

Schmidt, supervisor; 150,000 hours.

Collier Memorial State Park; Rick Bauman, supervisor; three years.

Valley of the Rogue State Park; Ion Herring, supervisor; 50,000 hours.

Bullards Beach State Park; Don Howard, supervisor; 300,000 hours.

Salem Motor Pool; Noel DeLapp, supervisor; three years.

Cascade Locks Weighmasters; Dick Phillips, supervisor; nine years.

Portland Weighmasters; Linn Clemo, supervisor; nine years.

Region 2 Electrical Crew; Ron McAhren, supervisor; two years.

Region 2 Extra Gang; Bruce Fochtman, supervisor; four years.

District 5 Sign Crew; Tom Boylan, supervisor; eight years.

Shady Maintenance Crew; Emil Wolfsturm, supervisor; six years.

Region 4 Geology Crew; Rolland VanCleave, supervisor; nine years.

Klamath Falls Extra Gang; Lyle Howell, supervisor; 10 years.

Jordan Valley Maintenance Crew; Ken Freese, supervisor; two years.

Pendleton Extra Gang; Rob Strouse, supervisor; five years.

District 12 Electrical Crew; Chuck Baker, supervisor; eight years.

La Grande Landscape Crew; Harold Anderson, supervisor; five years.

Bend Right of Way Crew; Ken Rolfe, supervisor; 23 years.

Sisters Section Crew; Neale Callison, supervisor; 21 years.

Adel Section Crew; Gordon McCoy, supervisor; three years.

The Dalles Engineering Crew; Reid Meritt, supervisor; nine years.

Madras Section Crew; Jim McClain, supervisor; five years.

Parks Region 3 Office; Ron Hjort, supervisor; 18 years.

Richland Maintenance Crew; Vern Williams, supervisor; three years.

Armitage Park District; Ed Fischler, supervisor; 50,000 hours.

PROFILE: LARRY OLSON

Breaking limits leads to new heights



MEDIATOR—Larry Olson (pointing) works with Duane Karstens of the Barwell Park Water District at a Portland construction site. As region utilities specialist, Larry acts as liaison between contractors, utility companies and the Highway Division.

By **ANDY BOOZ**
Managing Editor

Engineering (n): 1. The art and science of designing, constructing and operating roads, bridges, buildings, etc. 2. Clever planning or maneuvering.

The definition reflects Larry Olson, liaison between contractors, utility companies and the Highway Division. While his title—region utilities specialist—hints that his skills may be concentrated into a narrow field, Larry's specialist position demands a generalist's approach to engineering.

He got his first taste of engineering shortly after graduating from a Spokane high school when, after exploring interests in teaching and electronics, he got a job on a Washington Department of Transportation survey crew assigned to reconstructing a portion of Interstate 5.

That motivated Larry to study civil

engineering. After earning a degree at a two-year community college, he entered Washington State University at Pullman.

"Engineering was taught out of a book," he says. "I didn't like the school's theoretical approach." On the advice of his school counselor, he transferred to Oregon Institute of Technology, where he later graduated with a degree in civil engineering.

Recruited by the Highway Division shortly after graduating in 1980, Larry continued his engineering education—learning, that is, by doing.

He began work in the Portland area where he helped with the construction of Interstate 205 from Powell Boulevard to the Columbia River. The job fit him well, and he learned about the construction trades—grading and paving, for example.

That position led into a job as a bridge inspector, where he began to

appreciate a broader engineering perspective.

"Now that was fun, because I got a chance to work with laborers, iron workers, carpenters—and I got a chance to see my work grow," Larry says. Among the projects he worked on were three of six bridges involved with the Banfield Transitway and I-205 interchange.

Larry has a strong preference for projects that yield visible results. But he put that need on hold for the next year-and-a-half to broaden his experience—in design, construction and maintenance—as a regional staff assistant.

He learned about his current job three years ago. Larry was attracted to it not because he knew very much about it, he admits, but because he knew that job involved parts of every Highway Division construction project in the entire Portland metropolitan region.

His role demands an understanding of how utility lines play a role in upcoming construction. That includes working with water utilities, electric, gas and telephone companies, and city and county utility districts.

When starting a project, he gathers utility maps to get an understanding of what utility lines may need to be moved, and which are underground and need to be re-routed. Where no maps are available, he visits the area and traces lines to their source.

"Any more, when I learn of the area to be affected by construction, I pretty much know what's out there," Larry says.

Once he learns what utility lines are affected, his job is a matter of juggling schedules—the contractor's, utility companies' and the Highway Division's. But, as with the best-laid plans, sometimes things go awry: Project priorities change. Funding sources dry up. Utility companies are faced with emergencies that affect their ability to move lines before a contractor moves into a project. Water companies go bankrupt, and are unable to meet payroll, let alone move their water line away from construction.

But Larry remains optimistic.

"There's always a solution. Sometimes it's just a matter of finding out what it is. Sometimes it's just a matter of putting a contractor and utility company together, and having them sit down and talk with each another," he says. "Usually, I can wiggle some commitments out of them."

Larry grew up in Spokane, Wash., where he and his five brothers went through junior high and high school earning spending money by cleaning office buildings. One of those offices, owned by highway contractor Max J. Kuhny, left an enduring impression.

"I looked on the wall and saw plaques, awards and photographs of his work, and thought how nice it would be to work for this guy," Larry says. "Now he works for us as a contractor."

With the support of his family—his

wife Shirley and three girls—Larry carries his high aspirations both at work and home. Shirley supported the family while Larry was earning his engineering degree at OIT; now it's Larry's turn to be the main breadwinner while his wife studies nursing at the University of Portland.

Both he and his wife are continuing their education while working: Shirley works as a phlebotomist part time while attending school full time. Larry attends night classes twice a week at the University of Portland, with a goal of taking the engineer-in-training exam in 1990.

Larry's support role includes cooking meals, washing the dishes and ironing—he puts those chores high on

'There's always a solution. Sometimes it's just a matter of putting a contractor and utility company together.'



his list of "hobbies"—and he also finds time to go backpacking once a year with his girls. With his 11-year-old, he is planning to ride the 200-mile, Seattle-to-Portland bicycle race next June.

Larry and his wife are active in their church, and work overseas—in Guatemala, the Dominican Republic, Bolivia and Puerto Rico, for instance.

"It's a chance to see other cultures, to see their road systems, to appreciate what we have here in the United States," he says. "It's also a chance to see other cultures, not as a tourist, but as a participant. It's a chance for us to give something back."

At work, Larry coordinates a high school program for aspiring young engineers, called Math, Engineering and Science Achievement, or MESA. By setting up a surveying course in front of the Glisan Street office, he considers MESA his chance to "get kids into the engineering work environment," he says. "It's their chance to use their math, and some of the other skills they're learning in school."

Larry's advice to them is simple: Broaden your basic knowledge.

"I say don't limit yourself only to one aspect of engineering—to just construction, design or maintenance. Building a career is like building a pyramid: the broader the base, the higher you'll go."

RETIREES REPORT

Phil Oakley, bridge design supervisor, Bridge Section, Highway Division, retired in 1977.

Phil and his wife, Shirley, are still keeping active and busy. A broken ankle in July 1988 hardly slowed Phil down, but it did cause him to cancel a trip to Mexico.

In 1987 the Oakleys took a trip to Brazil and Paraguay, South America. They toured gold, topaz and mineral mines, shops, museums and, as Phil said, "We ate at barbecues every single night."



The Oakleys also visited Mexico City and then Oaxaca, where they toured arts, crafts and weaving shops, museums and saw pottery displays. They also visited many archeological sites in the area.

Through the Elderhostel organization, the Oakleys took a class on marine biology in Jamaica for approximately two weeks in 1988. They snorkeled and visited the scenic and historical areas.

They decided to cancel a trip to China this year after fighting broke out on Tiennamen Square. As a consolation, the Oakleys are planning to travel to Morocco later this year to view the city's art and crafts.

The Oakleys still conduct rock and gem shows (jewelry of opal and fire agate) around the country each year,

with two planned in Seattle, one in Portland, and two in Arizona late this winter.

They originally had a schedule of 10 or 12 shows per year, but Shirley is slowing down since she stopped teaching jewelry classes. Instead, she is taking painting classes, making jewelry and doing enameling work.

Phil is a member of the Willamette Agate and Mineral Society. Because he is classified as a dealer, he can't hold an office, so he does work on committees and gives talks to various groups.

He also attends the Highway Retirees luncheon when he is in town and visits the Bridge Section to see his work friends from time to time.

Phil has a new hobby—collecting Chinese snuff bottles. He attended a San

Francisco convention in 1988 and plans to attend their convention in Chicago in the future. Phil also plans to visit Hong Kong. His other hobbies include collecting tropical saltwater fish and taking photographs.

Retirees' reception

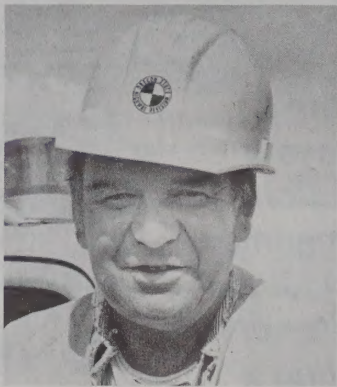
The annual Christmas holiday reception for ODOT retirees is set for Friday, Dec. 8.

The traditional tree trim will be held at noon in the Transportation Building lobby. The reception will follow, from 1:30 to 4 p.m. in the main conference room. Refreshments will be served.

CANDID COMMENTS

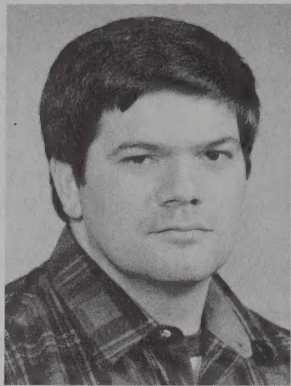
How does the quality of the equipment you use affect your work performance?

Gerald Johnson
Assistant Supervisor
Highway Division
Chemult



Gerald Johnson

The better the quality of the equipment, the better the performance we can get out of it.



Larry Becker
Assistant Park Manager
Washburne State Park
Florence

Larry Becker

It has a large effect. Higher quality equipment, along with the proper equipment for the job, can lower both manhours and equipment costs. Lower quality equipment can cost in down time and parts, and can become a safety hazard as we try to do the job with the wrong or inferior tools.



Elizabeth Martinez
Secretary
Highway Construction Office
Portland

Elizabeth Martinez

I was provided with a new Xerox 6045 Memorywriter, which replaced older equipment in disrepair. I feel this took care of some real problems and am very pleased with the new machine. Our office also has a new IBM system with multiple capabilities that has proved to be very efficient. My next concern is to get a good chair.

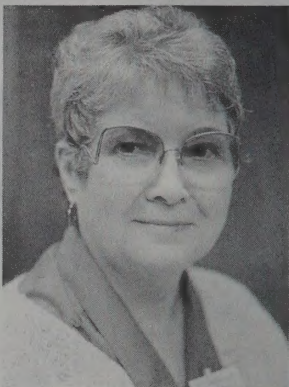


Jackie Vehrs
Office Manager A
Valley River DMV
Express Office
Eugene

Jackie Vehrs

My office has not experienced a lot of down time due to processor malfunction or equipment breakdown, but the response time is so slow it makes a person want to bang the side of the terminal to get the information out. Procedures have improved so much over the "old days," but I'm looking forward to new, higher-quality equipment in the future.

Marlene Pean
Office Manager A
Motor Vehicles Division
Coquille



Marlene Pean

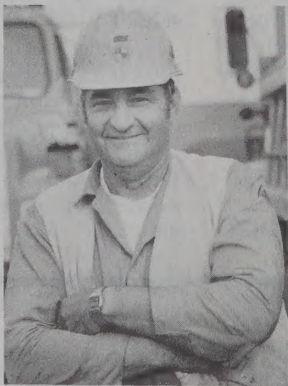
Due to the constraints of budget and bid procedures, we don't always have the most modern equipment. When it breaks down, it's sometimes difficult to switch into "manual mode." With expeditious completion of repairs and energetic ingenuity, we can usually manage to accomplish our assigned tasks with minimum discomfort to the public and ourselves.



Margarita Robles
Motor Vehicle
Representative 3
Gladstone

Margarita Robles

As a region employee, my job duties sometimes vary on a daily basis. Without good quality equipment, I would not be able to provide good customer service or produce monthly and statistical reports in a timely and efficient manner.



Walter Lacey
Highway
Maintenance
Worker 2
Maupin

Walter Lacey

Our work is better because we have recently acquired a bunch of new equipment. It also helps output. We are not fooling around maintaining the old equipment like we used to.

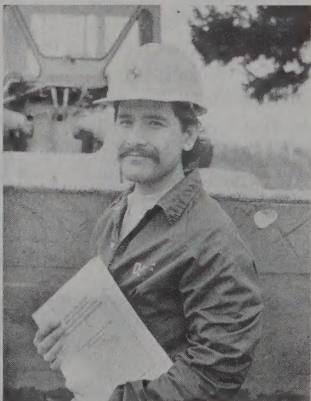


Ron Hansen
Highway Maintenance
Specialist
East Portland

Ron Hansen

The equipment is pretty good. If we keep it maintained, it works fine. But if we let it slide, it doesn't work as well. As a general rule, the equipment is in pretty good shape.

Jose Villalpando
Engineering Technician 1
Highway Division
Portland



Jose Villalpando

Yes, I do believe that the quality of our equipment is very essential. The reason is that the majority of the time when you are out in the field, you are working with that particular equipment whether it be a vehicle, survey equipment or testing equipment. The results of your job depend heavily on that equipment.



Chris Marcum
Park Ranger 3
Emigrant Springs Park District
Meacham

Chris Marcum

I work for Parks seven months of the year, and for the Highway Division for the other five months. Parks' equipment has improved dramatically over the last 10 years. The Highway Division's equipment also has improved, and I am satisfied with the equipment I operate. Working with better equipment has increased production, and that definitely affects my work performance.